

BRADFORD LOCAL ACCESS FORUM

Bradford Local Access Forum

Minutes of meeting

Wednesday 7th August 2024 - 6:30 pm

Venue: Baildon Riverside Path – Buck Lane Area

Meeting Organiser: Danny Jackson

Countryside and Rights of Way Manager

Notes: Linda Stafford

Area Rights of Way Officer (administrating the LAF)

Present:

Pam Allen (Chair):

Equestrian, Regional LAF representative

Nick Dybeck:

Walker, Ramblers Association representative, Friends of Ilkley Moor representative

Mark Corrigan:

Regional British Horse Society representative

Andrew Beck:

Trail Riders Fellowship representative

Marilyn Banister:

Menston Parish Council representative

Cllr Peter Allison

Wilsden Parish Council representative

Cllr Gill Dixon

Baildon Parish Council representative

Fiona Plane

Rights of Way Officer

Richard Perham

Countryside Officer

Apologies:

Emma Young:

Bradford Council - Cycle and Active Travel Champion

Didy Metcalf:

Equestrian, landowner, Regional LAF Secretary

David Overend

Wilsden Parish Council

Steve Parkes

Walking - access from those with limited walking ability to those who need wheelchairs.

Councillor Alex Ross-Shaw:

Bradford Council Executive Member, Portfolio Holder for Regeneration, Planning & Transport – with responsibility for Countryside and Rights of Way Service and Transport Planning

1. All met at the gate on Otley Road at 6:30 pm

2. Walk down to riverside area next to Marstons nature reserve.

- discussion on possible upgrade/increasing range of use.
- To Buck Lane bridge – discuss proposed upgrade of riverside path towards Esholt Lane and motorcycle issues on the bridge area.

FP gave a brief overview of the background and status of the route.

Section of path (Baildon 54) from Buck Lane towards Esholt Lane – the path was diverted away from the riverside owing to flooding, at which time, negotiated with the tenant farmer a width of 3m with hope to upgrade from footpath to bridleway.

FP noted that for funding from Active Travel there was a preferred criteria of a minimum width, apart from pinch points, of 4m (3m with ½ metre either side of route – but preferably 5m). Would need to try to achieve this greater width if funding bids from Active Travel were to be successful to allow work to upgrade and improve the route.

Owing to issues the tenant farmer faces, theft, grazing of her field, etc. she has indicated she would only agree to the width of the path being extended if secure fencing was erected, cost for upgrade and improvement in excess of £50,000 when estimates last obtained, the majority of this being the cost of the fencing.

Notes from DJ:

There have been a number of discussions and site meetings to look at such illegal access around Buck Lane area. They have mainly been organised by the Shipley Neighbourhood Team and included Police (Terri Green) and Ward Cllrs. Various suggestions were considered, including amending the width of Buck Lane bridge itself and considering other barriers along the route. Amendments to the bridge were conclusively ruled out by the Highways Structures team and other barriers, owing to requirements for minimum widths etc, would have restricted use by legitimate users, so they were ruled out also. The conclusion of all these discussions was that there really isn't anything that can physically be done to prevent this anti-social driving and it is a police enforcement matter.

This was re-iterated fairly recently to Baildon Town Council who had expressed concern that they'd heard rumours that some kind of barrier was being proposed. Their view was that "the Town Council via the Environment Committee would be most keen to see any proposal (should one come forward) for such a barrier prior to approval as there has been public disquiet in the past about blocking a bridleway and redesign of the bridge levels as it is such a critical routeway for Baildoners." Our Neighbourhoods team assured them that no such proposal was being put forward.

Showing of Non-Definitive routes on Ordnance Survey maps as Other Routes with Public Access (ORPA)

While on site there was a query about the showing of Buck Lane and Buck Mill Lane as Other Routes with Public Access (ORPA) on Ordnance Survey maps. The online map of paths shows Buck Lane as an ancient highway and Buck Mill Lane as a non-definitive bridleway, comment was made that ORPAs are usually thought to be vehicular routes. FP gave some information about routes shown as ORPAs in the Bradford district. In the late 1990s the Ordnance Survey visited the Authority seeking information on routes with public rights of way which could be added to their maps to assist the public. Think the original intention by OS was to look at minor highways on the list of streets which the public could use but were not necessarily obvious to them as publicly accessible routes.

OS maps, as now, show public rights of way recorded on the Definitive Map but the problem for the Bradford district was that the majority of the former County Borough Area of Bradford was an excluded area for which no Definitive Map existed. The Authority held records going back to the former County Borough days of routes that were believed to be public and were intended to be recorded on a Definitive Map at some point. The public could not easily access this information and the OS maps made it appear as though a large part of the district had no rights of way for the public to use. FP explained that this was long before the online map of paths that LAF members are used to seeing now. After some discussion with the OS representative, it was agreed that Bradford's Rights of Way Team would supply information on some of the footpaths and bridleways in the excluded area we were confident were public rights of way and had been found to be open and available when surveyed, the OS would show these as ORPAs. As the paths became recorded on a Definitive Map for the Bradford area they would then be shown as footpaths or bridleways, as appropriate. Given the way ORPAs are depicted with widely spaced dots,

good enough for a defined track but difficult where a path crosses open ground and changes direction, not all the routes within the excluded area were put forward for inclusion.

With this history FP cautioned not to presume that routes within the Bradford district which are shown as ORPAs have vehicular rights as the majority would only be footpaths in this area, with some bridleways. Showing the routes as ORPAs was a very useful way of getting some information out to users at that time. Now it would be better to check the map of paths on the Council website.

3. Discuss Active Travel funded proposals for section from Buck Lane towards canal.

Discussions about the improvements to the bridleway from Buck Lane to Buck Mill Bridge. FP advised the requirements that ATF funding usually specifies.

- minimum 4m width (3m with .5m buffer at either side). May be unavoidable "pinch points" along the route, for example the bridge.

LS to contact EY for information.

Some concerns were expressed by PA:

- concerned about retaining the existing cobbled section between Buck Lane bridge and the canal.
DJ/FP advised that Darren Hinchcliffe had expressed the same concerns and had been advised that plans were looking at retaining them and surfacing to the side.
- concerns about use of flexi-pave and its properties in icy conditions
MC noted that flexi pave was great especially in icy conditions.
DJ: I have been told horse riders don't like tarmac.
- concerns about the minimum widths that funding sources (ATF) seem to require, which was felt aren't always appropriate or possible in more rural locations.

EY would be happy to meet with member of the LAF to discuss concerns.

Information provided by David Trick and Emma Young for these minutes:

Phase 1:

Phase 1 includes Otley Road /Roundwood Road signalisation and improvements to Buck Lane to the Canal.

The monies to deliver Phase 1 of the works has been approved by Active Travel England and WYCA in July. We are in the process of getting the Grant Funding Agreement in place.

It is hoped that once the paperwork has been completed and agreed, work can start on site week commencing 7th October 2024 (Completion circa end of January 2025).

DT has produced a plan that has been approved by ATE and WYCA. Copy attached.

Phase 2:

Phase 2 includes improvements to Roundwood Road bridge to include a footway, converting the footpath to bridleway from the Canal to Thackley and associated improvements and converting the footpath from Buck Lane to Esholt to bridleway and associated improvements.

There is presently no capital funding in place to deliver this, but it will be submitted to WYCA for consideration into future bid submissions to Active Travel England. Development funding to develop the scheme in more detail has been secured, work on this is ongoing.

4. Walk or drive to Charlestown Cemetery to get LAF's views on problematic section to rear of Cemetery.

Discussions about the river flooding the path at certain times of the year and the path being washed away posing a potential risk to users. Also, the width is very restricted and makes improvement difficult.

DJ discussed one option would be to divert the path away from the river, through the cemetery to join the main road.

PA and ND noted that they would object to this proposal. Agreed that the most likely course of action would be to try improving the surface section by section rather than divert.

Email comments received from MB:

Would a cantilevered walkway above the existing path with a ramp at either end be a possibility? See link for example.

google: <https://www.weland.com/en/products/ramps/steel-walkways/>

5. Walk back to Otley Road - Finish 8.30pm

NB: Peter Allinson offered to host a future site meeting in the Wilsden area.